



# *i Saluti*

**INSIDE:**

*Geneva 2004, Italian Design* ..... 3  
*Spring Fling 2004 Info* ..... 5  
*Classifieds* ..... 5  
*Repair a Blown Head Gasket* ..... 6  
*Tech Q&A* ..... 7  
*HVLP Spray Gun & Paint* ..... 8  
*Presidents Day Drive* ..... 9  
*Alfisti Cooks!* ..... 10  
*Giulietta Group Project* ..... 10  
*Spring Fling Registration* ..... 11

**Note Bene**

by Phil Dean, Pres  
**Our Next Event**

Another swap meet season is upon us. Alfa event at Steve and Sherri's house in Southern County area of club domain. Much food and merriment with model car museum on premises.

St Charles version of above is new event this year, found out about it from Chesterfield Maserati dealer. Date: March 20, 2004, 8 am to 3:30 pm at Greg's Car Care, 5653 Westwood Dr in St Chas. All Porsche, BMW, Mercedes, Ferrari, and ALFA people invited. "Spare parts, auto accessories and auto related items with space rental fee returned after your space is CLEANED UP". Hmm, guess I can't leave my stack of *Autoweek* magazines there. Call Greg at 636 329 9920 for details.

**Avian Collisions**

Spring time means BIRDS are in heat. I hit one with MBZ Kompressor yesterday, but glancing blow at windscreen pillar, so was just bruised. Any one do a study over the matter? Leave it to the Brits. A study of car-bird strikes over a 9.2 km section of road over two years, in "Lymie-town,UK," not in USA. (I was former Zoology major, as most

*continues on page 5*

*Next Event . . .*

**Alfa Swap Meet/Model Car Display  
 3 pm, Saturday March 13**

Steve and Sherri Coldewe's, Imperial MO

**RSVP (636) 464-4019, [alfa57@sbcglobal.net](mailto:alfa57@sbcglobal.net)**

What do you need for your car . . . and what do you have that someone else needs . . . grill piece, a special tool, wheels, books, manuals, magazines, literature, thermostatic actuator, headlight cover? Well, this is your opportunity to sell your spares and pick up some goodies for your special car. So come to the flea market and be prepared to buy, sell, or swap car parts, tools, literature, and other goodies.

After all the buying, selling, and swapping is done, we'll have a casual dinner and view some of Steve's extensive model car collection. The flea market starts at 3pm. We'll have cold cuts, sandwich fixings, and soft drinks. BYOB. Bring a side dish to share.

**Directions:** Take Hwy 55 South to Imperial Exit (#187). Turn right on Outer Road on right. Follow Outer Rd to Seckman Rd on left. Follow Seckman to Seckman Lake Estates on left (Driftwood Dr). Our house is 5221 Driftwood Dr on right. 636-464-4019.

*Coming in April*

**Easter Car Show**

**11 am - 4:30 pm, Sunday April 11**

**Muny Upper Parking Lot, Forest Park**

**To Show Car Contact Rich Hirsch by Mar 31**

Again this year the club will participate in the annual Easter Car Show in Forest Park to promote the club and just have a good time. This extremely popular show has been held every year since 1961 and most of you have probably attended it.

We would like to have as many members' cars as possible in the Display category. Janet and I will be entering our '67 Duetto. Vehicles in the Display category will NOT be judged so the preparation for the event should be minimal. The requirements for Display are:

- vehicle must be insured
- vehicle must be equipped with a fire extinguisher (extinguishers are available at registration gate for \$20).

The entry fee for Display is \$15. **Contact Rich Hirsch by March 31** (314-962-7833 or [rhirsch@catenary.com](mailto:rhirsch@catenary.com)) to participate with the club. Since we are required to drive into the show as a club, we will meet at Ralph Coldewe's house at 9:30 am.

For more general information about the Easter Car Show, call 991-4665.

*i Saluti* is the official publication of the Alfa Romeo Owners Club of St Louis (AROCSL). Articles, photos, and classified ads should be sent to newsletter Editor. Classified Alfa-related ads are free to members. Please inquire for commercial rates.

Permission is granted to other chapter newsletters to reproduce original material, provided that full credit is given to the author and AROCSL.

Subscription to this newsletter is included with membership to AROCSL. Annual subscription fee for nonmembers is \$20.

#### St Louis AROC website

[www.catenary.com/isaluti](http://www.catenary.com/isaluti)

#### President

Phil Dean  
409 E Main St  
Warrenton MO 63383  
(636) 795-5015  
pointphilip@webtv.net

#### Vice-President

John Ryman  
RR2 Box 115  
Virginia IL 62691  
(217) 323-2046  
ryman@casscomm.com

#### Secretary & Recipe Maven

Sue Houser  
12736 W Watson  
St Louis MO 63127  
(314) 842-4832  
dteest1@cs.com

#### Treasurer

Jane Rauth  
27 Marsally  
St Louis MO 63131  
(314) 991-4890  
jrauth@absorene.com

#### Newsletter

Rich and Janet Hirsch  
470 Belleview  
St Louis MO 63119  
(314) 962-7833 voice  
(636) 285-0813 voice  
(314) 962-8037 fax  
rhirsch@catenary.com

#### Program Advisor

Dan Murphy  
433 Clearview Dr  
Belleville IL 62223  
(618) 236-6322  
murphydc@intertek.net

#### Tech Advisor

Bob Volpe  
366 Woodgreen Dr  
Ballwin MO 63011-5024  
(314) 731-0914 office

#### Director

Walt Hatcher  
Washington MO 63090  
(636) 239-2690 voice  
(636) 239-3006 fax

*Disclaimer:* One function of this newsletter is to publish technical information. Views expressed are those of the authors and not those of the editor of this newsletter, the St Louis chapter, the Alfa Romeo Owners Club, Alfa Romeo Distributors of North America, or the parent company. Any modifications attempted should be weighed against conventional, traditional, and generally accepted techniques and modifications. Modifications or procedures presented may violate state or federal laws and /or void warranties and they may not even work. This newsletter and its contributors will not assume any liability for consequences.

from <http://www.ohio.com/mlid/beaconjournal/8064287.htm>

## Alfa Content in new Chevy SSR

The new Chevrolet SSR, which looks like a cross between a roadster and a pickup truck, has the same chassis as the Chevrolet Trailblazer and the GMC Envoy. The SSR's heating, venting and air-conditioning controls are from General Motors' Italian affiliate Alfa Romeo. "The knobs are unique," said Welburn.

# 2004 Calender

Mar	13	<b>Swap Meet</b> , Steve & Sherri Coldewe's, 3 pm, Imperial MO, RSVP (636) 464-4019
April	11	<b>Easter Car Show</b> , Forest Park, RSVP to Rich Hirsch 314 962 7833 by Mar 31.
April	24	Tech session MBZ club at Kemp Museum, Chesterfield, MO
April	25	Ferrari club drive
April 30 - May 2		<b>Spring Fling</b> weekend, Washington MO
June		Herman MO outing (Chuck Workman)
June	6	European Car Show, Plaza Frontenac
July	17	<b>Alfa Day at Lake Tishimingo</b> , Jefferson County MO
July	18	Ferrari club drive
July 28 - Aug 1		<b>AROC National convention Giulietta Giubille</b> , Manchester NH
Aug	21	<b>Formal Party</b> -- Jon Rhodes and Nancy Scoggin
Aug	27	Ferrari dinner
Sep	11	<b>Alfa Club Picnic</b> at the Hatchers' home
Sept	11-12	St Louis Museum of Transport celebration
Sep		<b>Tech Session</b> at Volpe's shop
Oct		Fall Tour to Crown Valley Winery
Oct	29-31	<b>Eureka Springs</b> AR weekend
Nov		<b>Planning meeting</b>
Dec		<b>Alfa Club Christmas Party</b> at the Housers' home



*AlfaHouse*

*of St. Louis*

*Service, Parts, Quality Restoration*

*Harden Ervin*

*alfaervin@hotmail.com*

*(314) 520-1994*

<http://autoweek.com>

## 2004 Geneva: Italians Turn Design on its Head Once More

### *Giugiaro will try to reset Alfa Romeo's product plans with 2-box luxury sedan*

By Luca Ciferri, Automotive News Europe

TURIN — Giorgetto Giugiaro, one of the world's leading car designers, intends to revolutionize Alfa Romeo's lineup for a second time.

Giugiaro created a showstopper at the Geneva auto show two years ago with his Alfa Romeo Brera concept.

Now he has penned a potential new sporty flagship for Alfa Romeo that will be unveiled at next month's Geneva auto show.

Giugiaro's Visconti concept car is a large sedan that would rival Audi's flagship A8 or BMW's 7 series.

Alfa does not have such an upper-premium model in its future product plans. But the Brera was not in Alfa's plans until its sleek, elegant design, which harks back to cars of the 1950s, turned heads at Geneva in 2002. It won a host of accolades including the Automotive News Concept Car of the Year Award.

Currently, all upper-premium cars are three-box sedan designs. The Visconti concept has a rear that is closer to a coupe.

"I wanted to get away from the traditional three-box sedan and create a sporty two-box car with a clearly descending trunk line," Giugiaro said.

His Brera concept so impressed Alfa that it used the design to create replacements for the GTV coupe, Spider and 156 sedan and wagon that will appear starting in late 2005.

The Visconti would have a 405hp 3.2-liter V-6 twin-turbo engine with gasoline direct injection, plus an automatic six-speed transmission and full-time four-wheel drive.

Other Italian design houses will have concepts at Geneva.

Fioravanti will present a concept car named the Kite, a coupe that tries to overcome some traditional coupe problems: limited accessibility and modest trunk capacity.

The Kite's tailgate is similar to a station wagon's to increase its load-carrying capacity.

A very long wheelbase — 2720mm in a 4440mm long four-seat coupe — helps to increase accessibility, as does the car's unusual roofline.

Normally the roofline descends after the front passenger head area in a coupe. In the Kite, the roofline goes up by 35mm after the front passenger head area to increase headspace and accessibility for the rear passengers.

Stola will show its S85 concept, a limousine version of the Thesis, Lancia's flagship. Only one Thesis limousine has been built. Fiat gave the car to Italian President Carlo Azeglio Ciampi in June 2002.



*Italdesign 2002 Brera*



*Italdesign 2004 Visconti*



*Alfa 2004 Crosswagon*



## Embroidered Alfa T-shirts



### Heavy weight cotton t-shirt \$20

Four-color embroidery of lustrous Sulky rayon thread

#### Shirt Colors

navy, forest, charcoal, stone blue, natural, white

**Sizes:** medium, large, XL, XXL

### Catenary Systems

470 Belleview

St Louis MO 63119

tel (314) 962-7833

fax (314) 962-8037

View color pictures and order on-line at the website:

[www.catenary.com/store](http://www.catenary.com/store)

visa • mc • amx • cod

## Denim Alfa Romeo Shirts



### 100% Cotton Denim Shirt \$22

Embroidered with the Alfa Romeo logo in antique gold. Denim shades may vary.

size M, L, XL: \$22

size 2XL, 3XL: \$27

Call for info about other items:

duffle bags, totes, towels, tablecloth, napkins

### Sue Houser

12736 W Watson

St Louis MO 63127

tel: (314) 842-4832

email: dtecs1@cs.com

View color pictures and order on-line at the website:

[www.catenary.com/store](http://www.catenary.com/store)

visa • mc • amx • cod

## Custom and Sport Exhaust Systems are our Specialty!

Shouldn't your car sound as good as it looks?

## Meineke Discount Mufflers & Brakes

15% Discount for Club Members

Owner: Bob Volpe, St Louis AROC

- Exhaust
- CV Joints
- Brakes
- Front End
- Shocks/Struts
- Converters

Distributor of ANSA and Supersprint O.E. and Performance exhaust systems

Three locations to serve you:

**521-0660**

600 S Florissant  
Ferguson MO 63135  
(1 mile north of Hwy 70)

**298-0887**

11831 St Charles Rock Road  
Bridgeton MO 63044  
(Across from Grandpa's)

**388-1181**

10617 New Halls Ferry  
St Louis MO 63136  
(1/2 mile south of I-270)

## Get Ready for Spring Fling 2004

Spring Fling 2004, Apr 30-May 2 in Washington MO, is an event not to be missed. Walt Hatcher has been busy making all the arrangements and here's the scoop:

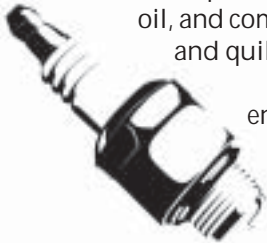
We have a block of rooms reserved at the Lewis and Clark Inn for the nights of April 30 and May 2 at special rates. Be sure to mention the Alfa Club when you call and make reservations early. Call Lewis and Clark Inn by April 16 at (636) 239-0111.

Spring Fling activities include a rally/tour through Missouri wine country, an autocross, a people's choice concours, and art exhibition/open house/swap meet at Hatchers' in Washington, Missouri.

The theme for this year's Alfa Art Exhibition is *Spark*. All media are welcome. And you don't have to create something based on the theme, you can enter any automotive art you create. Previous years' entries have been sculptures of metal, plastic, or life-size fabric objects, watercolor, oil, and computer paintings, jewelry, photographs, and quilted jackets and wallhangings.

Join in the fun and let other "Flingers" enjoy your creative efforts. Start now and create your masterpiece, and remember, *Spark*.

For more Spring Fling information contact Walt Hatcher, (636) 239-2690. See the registration form on page 11.



Note Bene continued from page 1

Docs did same in College as "Pre-Med study". So learn the genus and species names, memorize them like I had to do in 1970s, then you understand how most docs are "looney tunes" after many years.) The stats?

Blackbird (aka Turdus merula)....277  
House Sparrow (Passer domesticus) 77  
Great Tit (Parus major) 45  
Tree Sparrow (Passer montanus) 26  
Blue Tit (Parus caeruleus) 22  
Mallard (Anas platyrhynchos) 16  
Robin (Erithacus rubecula) 16

Over a year about 10 million birds are boffed via cars in the UK. The good news? It feeds other birds like "carrion crows, magpies, rooks." Bird experts (ornithologists to y'all) say "flashing car lights" does more to scare bird off your road than "horn blowing." So, will try that next Summer in midday sun.

Incidentally, the same number of cats are killed by cars as birds, according to some experts who have too much time on their hands.

(From *TOP GEAR* magazine July 1997 issue.)

On average day in UK we know how many birds are smashed by Pirellis. On Average day in USA what happens?

124 books are published  
\$1.6 billion spent in shopping malls.  
3 government officials are indicted.  
9 corporate mergers occur  
965,000 Cokes are slurped for breakfast  
101,369,863 hours are spent waiting in line  
1,658 folks visit Graceland  
4 people call Graceland asking to speak to Elvis.  
(from Tom Heymann, "On An Average day")

continues on page 9

## ALFA PARTS



America's Largest Distributor  
**INTERNATIONAL**  
auto parts

- Over 90,000 Parts In Stock • 30 Years Experience
- Same Day Shipping • Satisfaction Guarantee

**FREE CATALOG**

**1-800-788-4435**

[www.international-auto.com](http://www.international-auto.com)

SCP12758

## For Sale

I have two beautiful red Alfas and sadly I must sell one. When one is sold the other will not be for sale:

- '86 *Spider Veloce* 78,000 miles, purchased new, red / black leather with red stitching - Factory A/C - Power Windows - Ziebart when new (not a speck of rust) - never hit or repainted. Black Top is original (faded), but back window is clear. All original except Momo steering wheel, shift knob and a new Ansa exhaust. Looks, runs and drives perfect. A rare opportunity - \$6,900.

- '95 *164 LS*, 4-cam V-6 Sport Sedan, purchased used in '98 after I logged 75,000 miles on a '94 164 LS that I bought new. The '95 is red with black leather, stick shift - 150,000 miles (my everyday driver) - engine rebuilt at 115,000. Original except for a Stebro exhaust and chrome Moda wheels. Excellent condition. \$11,500.

Both cars listed above offered by Terry McGavern, Kansas City, Mo 64114, (816) 363-7763, [tmcgavern@networksplus.net](mailto:tmcgavern@networksplus.net).



## Repair A Blown Head Gasket?

**Q:** Last week coolant started leaking into the combustion chamber on the Spider. The head gasket let go with plumes of white smoke out the exhaust, the unmistakable smell of coolant, and bubbles in the radiator. There was no overheating during any of this. The car started to puff on the way home and got progressively worse as I drove until it belloved.

This motor has about 500 miles on it since it was rebuilt. By the way the headgasket used was not OEM, but an aftermarket brand. Neither my mechanic nor I remember if the head was retorqued after the first warm up and I know I haven't retorqued since. The working theory is that head just needs retorquing. If it is just a case of loose head nuts, can I fix the problem by retorquing now?

**A:** In my experience once the head gasket has failed, a simple retorquing will not fix it. But of course you lose nothing by trying. You absolutely need to retorque it after the first warm-up, and then again after a few hundred miles. If you didn't do either of these (especially the first), then that most likely explains why it blew. -- Brian Shorey

**A:** You can certainly try retorquing the head, but I'm doubtful that this will cure the problem from what you have described.

The reason for retorquing is not the nuts loosen per se, but rather that the gasket compresses which results in the nuts being loose thereby not allowing the gasket to be compressed as is intended. Head gaskets are designed to compress a certain amount, hence the need for initial retorquing. Once they've been compressed, as far as they are designed to, and the nuts/bolts are torqued to provide the needed clamping force, there should be no need for further retorquing.

Most newer designs use torque-to-yield head bolts which is a much better design. These bolts are designed to stretch, thereby maintaining a more uniform tension on the gasket and assembly. This design does not require any retorquing whatsoever. -- Jeff Greenfield.

**A:** My '84 Spider race car did exactly the same thing. I heard a pop, and got antifreeze on the windshield. Steam was coming out the rear of the car. I shut it off expecting to find an exploded heater hose. When we pushed it onto the trailer about a quart of antifreeze ran out of the exhaust pipe. That told me the head gasket was gone. Antifreeze in two of the cylinders further confirmed that.

I later drained the cooling system, pulled the spark plugs out and blew the antifreeze out by spinning the engine on the starter. I put a bunch of Marvel Mystery Oil down each hole, turned the engine slowly, then blew the oil out by spinning the engine on the starter again. It smoked a lot when I got it started. It also missed really bad, so I pulled the head.

I did torque my head cold and again hot after the first warm up. I do not think I retorqued it again cold after the racing equivalent of 500 miles. After checking everything, I have concluded that the liner projection is reasonable and the head is flat. Thus, I think I just failed to torque the head again. I do not think you can torque the head too often. Be sure to back each

head nut off, apply oil and torque each in turn. You can try to retorque the head. If it does the same thing, the gasket is gone. The metal on top of the gasket that surrounds the cylinders was deformed into both the two front cylinders. I suspect the pop was the metal letting go and subsequent running of the car further deformed the metal rings.

I bought a genuine Alfa Romeo head gasket which has a better ring surrounding the cylinders. It appears better quality than the aftermarket gasket I used before. -- Russ Neely.

**A:** My experience with this is that you might as well just start pulling the head once this has happened. Got lots of practice at it until I figured out the magic cure, as detailed below:

1. Use 'Never-Seize' (the copper-colored type), not oil, on the threads.
2. Torque ONLY using a HIGH quality, known to be accurately calibrated, torque wrench.
3. Torque the head per the usual sequence in 10 ft. lb. steps to 30 ft. lbs.
4. Continue torquing the head, still per the usual sequence, in 5 ft. lb. steps up to 60 (!!!!!) ft. lbs. !!!
5. When ready, start the engine, and, still working per the usual sequence, MAINTAIN the torque on the nuts at 60 ft. lbs. AS the engine warms up.

This will generally require about 4 circuits around the nuts with the torque wrench. Trust me, the nuts WILL let you know (via the torque wrench) when the tension on the studs relaxes a bit as things are warming up !!

6. Once the engine is fully warmed up and the stud tension has ceased to relax, leave it alone. PERIOD !!!
7. After several sessions rechecking the torque on the head nuts after running an engine (both for just a few and for MANY miles, and with many hot/cold cycles) whose head had been torqued per the above procedure, I determined that there is NO NEED to ever retorque a head which has been installed per the above procedure. The stud tensions simply STAY PUT !!

I NEVER lost, blew, or had any drizzly dribbles from a head gasket torqued per the above procedure. NOR did I ever damage a head stud or a block doing it this way. This method was successfully applied on several highly abnormal engines, some with compression ratios as high as 11.5 : 1. -- Greg Hermann.

[Here's International Auto Parts head gasket installation procedure from their website. RHH]

First, chase the head studs with a die, and the nuts



by Rex Chalmers, Alfa Centro Technical Editor

### Engine Break-in

**Q:** What is the proper way to brake in my 1972 GTV 2000's rebuilt engine? What oil should I start with, where should I keep my revs at for the first 500 miles?

**A:** The following is the break in procedure that I have been massaging over the last 30 years of building engines. It's worked for me and for my customers.

Engine Break-in Procedures:

- When driving the car with a new engine it is advisable to never drive the car for less than 20 min. Driving the car for this length of time will allow the engine to come to full operating temperature and facilitate proper mating of the piston rings, bearings and other rotating components.

- Following first start and full 10 minute driving warm up, accelerate the engine in 3rd gear to 4,500 rpm and allow the engine to decelerate to around 2,500 rpm. Repeat this procedure 10 times in succession. Performing this procedure will go a long way towards breaking in the piston rings.

- When highway driving, never cruise in the same RPM range for more than 10 minutes. Use the engine to do some braking by lifting of the accelerator with the car in gear and allowing the engine to decelerate under load which will help the piston rings to seat .

- **DO NOT** idle "warm up" the engine for more than three minutes. Piston rings are at their least efficient when they are cold and idling. This fact , added to the rich condition your fuel system dictates when it is cold, is good reason not to warm up too long. Do not use full throttle until engine has over 1000 Miles running time. Do not run engine over 3,500 RPM until it is fully warmed up. Do not run engine over 5,000 RPM for the first 500 miles.

- Do not exceed 5,500 RPM for the next 1000 miles.

- Change oil and filter, torque cylinder head, and check valve adjustment at 500 to 750 miles.

- Change engine oil and filter every 3000 miles or 3 months, whichever comes first, after initial 500 miles Break in period. If you want to do more frequent oil changes, do it. Nothing helps your seals, gaskets, rings, bearings, valve guides, and head O-rings to provide a long service life more than fresh oil.

- Check oil and coolant levels frequently. Always check these levels on a cold engine before starting.

### GTV Gas Gauge Problem

**Q:** My 1969 GTV 1750's fuel gauge indicates from empty (when full) to full (with about 1/4 tank) and the low fuel light does not come on. I have tried reversing the wires at the sending unit, but then the gauge does not respond at all and the low fuel light stays on all the time. Any ideas or suggestions?

**A:** Sure, with the ignition on, ground one of the fuel tank sending unit wires. Either the fuel light should come on, or the gage should go to full. Next, ground the other fuel tank sending unit wire. Now whichever indicator didn't occur when you grounded the first wire should occur when you ground the second. This test will prove out the wiring to the gauge and the overall functioning of the gauge. If both actions occur, i.e. the gage goes to full when one wire is grounded and the low fuel light comes on when the other wire is grounded, you can be fairly certain that there is no fault in the gauge or the wiring to the gauge. About 90% of the time, the fault lies in the sending unit. From the symptoms you describe, it sounds like a sending unit to me. If the test I describe points elsewhere, you may want to seek professional help with gauge repair.

### Stuck Caliper Pistons

**Q:** How do I get the pistons out of my 1973 Spider' brake calipers to rebuild them? Air does not seem to work and when they are split it gets even harder. The car only has 10 thousand miles on it and I want to clean them up and re seal them. I am used to applying low pressure air to the bleeder and having them pop out, so far no luck.

**A:** Let's think, 10,000 miles and 30 YEARS LATER the brake caliper pistons are stuck in their bores, I'll wager that the pistons are seized in their bores with corrosion. If you can't budge the pistons with air pressure, you have a problem. You can try soaking them in WD-40, then judicious application of heat with a propane torch. Failing that, make up an adapter that will allow you to attach a grease gun to the threaded bleeder bore in the caliper. I have never met a caliper that I couldn't get the piston out of with the old grease gun. The grease gun will produce much more pressure than any shop air compressor.

In this case, I would recommend getting on the horn to one of the independent Alfa parts suppliers, and ordering a set of re-manufactured calipers unless you have some emotional attachment to the original calipers. Chances are that after 30 years and what I would suspect is some very contaminated brake fluid, I am fairly certain that the caliper pistons are pretty well seized up in their bores. Even if you got the pistons out of their bores, they would probably not be useable and need to be replaced or re-sleeved.



Wheel choices available for the 2003 Alfa Sportwagon.

Thanks to Walt Hatcher who gave us the latest Alfa brochures from Germany.



from the 750-101 Alfa list

## Best Spray Gun and Paint

by Tom Sahines

Inexpensive HVLP spray guns that run off a standard compressor are really not true HVLP guns and are simply a compromise in quality. Except for saving paint they are not really very good. The real HVLP guns run at low pressures of less than 10 psi with air volumes as high as 100 cfm (yes, that high). These guns use a turbine compressor that gives you clean, dry, warm air. The results from this type system are incredible. There is a significant learning curve, but the results are worth the effort. Currently, the Graco system is one of the best. See it at [http://www.spraytechsys.com/graco/hvlp\\_graco.html](http://www.spraytechsys.com/graco/hvlp_graco.html).

Graco offers 2, 3 and 4 stage turbines. There are also systems that provide fresh air to the operator as well as air to the spray gun.

As for paint, I just finished my 72 GTV. My painter used Spies Hecker single stage Permacron paint. The results were spectacular. One of my Giuliettas also has Spies Hecker single stage Permacron and it too is spectacular.

The days of shooting a car in your garage are really over. If you want a clean, quality job you really need a spray booth and good equipment. The cost of paint these days will also make you take note. Reds run \$300 to \$400 per gallon. Those paints that change color with the viewing angle can run over \$1000 per gallon.

One good thing is that these paints really hold up over the long haul and they are pretty hard so that they don't scratch as easily as the old lacquer paints that were originally on our babies.




---

*Head Gasket continued from page 6*

with a tap. Then, inspect the washers to be sure they aren't pitted, as that can cause coolant leaks. Check also for pitting the area on the cylinder head where the washers sit. After you slide the head down onto the block, (be sure to use the square cut Viton O-rings), lube the washers and nuts with assembly lube (consisting of 1 qt. Castrol 20-50 Syntec, 1 can STP, 8 oz bottle of Auto-Moly). Then, starting with the middle nut on the exhaust side, pull all the nuts up to 20 lbs ft in a spiral sequence. Then start at the beginning again, and pull each nut up to 40 lbs ft. Then one more go around to 58 lbs ft. Start the vehicle, bring it to operating temperature and shut it down. Starting at the beginning of the spiral, pull each nut up to 61 lbs ft without loosening anything. After the vehicle has covered 500 miles, and with the engine cold, start at the beginning of the spiral, and one at a time, loosen the nut, relubricate the washer, and pull up to 63 lbs ft. Then go to nut #2, loosen, lube and tighten. Continue to the end. Note that these torque values are for a 2 litre.



## Presidents Day Drive

by Janet Hirsch

Our annual winter drive was a great success. Seven cars (mostly Alfas) drove the drive designed by Mike Lains. And a good romp through the countryside it was -- my particular favorite stretch was Schluersburg Rd. As always, Mike plotted a good course and led us on a merry chase.

Participants were Phil Dean, Jon Rhodes and Nancy Scoggin, Mike Lains and Kara Brawley, Marilyn and Dan Murphy, Rich and Janet Hirsch. Marian and Walt Hatcher joined the tour at Dutzow and we met Chuck and Sally Workman at the Stone Hill Winery.



*Presidents Day at the Stone Hill Winery parking lot: Jon Rhodes and Nancy Scoggin drove the Jag and Ralph Coldewe drove his '59 Giulietta.*

After lunch at the Vintage 1847 Restaurant we went to the home of Chuck and Sally Workman. Their house is an historic building in Hermann MO, built in 1853. Chuck and Sally bought it and began restoration in 1986. They gave us a great tour of the house, the garage (with the new '78 spider), and the basement (bumper repair shop).



*On Workmans' front porch: Rich and Janet Hirsch, Sally Workman, Dan Murphy, Walt Hatcher, Marian Hatcher, Nancy Scoggin, and Marilyn Murphy. Not shown: Ralph Coldewe, Mike Lains, Kara Brawley, Jon Rhodes, and Chuck Workman.*

*Note Bene continued from page 1*

Predictions of who will show up at Swap meet? I dunno. Other predictions:

"There is not the slightest indication that nuclear energy will be obtainable," Albert Einstein, 1932.

"As far as sinking a ship with a bomb is concerned, you just can't do it," Rear Admiral Clark Woodward, 1939.

"Fooling around with alternating current is a waste of time. Nobody will use it, ever," Thomas Edison

"It can be taken for granted that before 1980, ships, aircraft, locomotives and even automobiles will be atomically fueled," David Sarnoff 1955.

Darwin Awards sequels:

- John Bloor received a "Rubber Cushion" award when he mistook the tube of superglue in his bathroom for his hemorrhoid creme.

- Henry Smith was arrested a few minutes after he stole a stereo-radio from a shop. His mistake? What he had tattooed on his forehead in large letters... "HENRY SMITH". His lawyer told the court, "my client is not a very bright young man."

- An unnamed poacher met his demise when he shot a large stag who was standing above him on an overhanging rock. He was killed instantly when the falling body and

antlers impaled his chest.

So, I am not here to hand out dubious awards but here to GIVE MANY THANKS to: Mike Lains and Kara for the wonderful job they did organizing the "Hermann Prez Day" drive last month. The weather cooperated, and I am sure the Hatcher's arranged that. Mr Workman proudly displayed his latest bargain ALFA while Jon Rhodes (aka white classic XKE Jag driver with Nancy) surveyed the needed repairs. Mrs Workman gave us vintage historical house tour in Hermann. Very enjoyable food at Winery de la Stone Hill. Thanks to all who arranged above!

Spring Cleaning? Korean firm named "Heet" actually printed these directions on their shirts: "For best results, wash in cold water separately, hand dry and iron with warm iron. For not-so-good results, drag behind car through puddles, blow dry on roof rack."

See ya at swap meets..bring all the old magazines/repair manuals from behind the toilet!

Phil Dean, PREZ

"If marriage is a civil right, then can I sue the government to give me a spouse?"



## ALFISITI COOKS!

by Sue Houser, St Louis AROC

February was one hectic month. Mike and I didn't get to do any Alfa stuff, but there was plenty of other things going on for us. We didn't make the Presidents Day run because we were in Salem Missouri working the SCCA rallies Trespassers Wil and 100 Acre Wood. This year we worked several MTC starts. We got to chat with the drivers and co-drivers before we sent them on their merry way. MTCs (Main Timing Controls) are rather fun. When the cars come in, they usually have between 30 minutes to 2 hours before they have to resume the rally. Their car crews start repairing the damage. I've seen welding, brake jobs, motor mount repairs, etc. done in this short period of time. Just remember, they do this for fun! The weekend before the Presidents Day run, was my St. Louis Collie Club's 97<sup>th</sup> and 98<sup>th</sup> shows. There were a lot of collies. Next year will be our 99<sup>th</sup> and 100<sup>th</sup>. I can't wait. But you are not reading this to hear about cars and dogs. This is a recipe column.

Nancy Scoggin made a wonderful, easy vegetable dish for the Christmas party. She is graciously sharing it with us.

### Nancy Scoggin's Vegetable Casserole

2 pounds frozen California mix vegetables  
1 cup uncooked rice  
2-6 ounce jars Cheese Whiz  
Salt  
Pepper  
Garlic powder

Cook rice according to directions given on bag. Add rice to the vegetables. Mix well. Stir in Cheese Whiz. Season with salt, pepper and garlic to taste. Bake at 350 for 45 minutes or until it is bubbly.

Thank you Nancy for sharing your Vegetable Casserole recipe with us. By the way, we have a fax machine at home now. Its number is the same as our home number. It can tell the difference between faxes and calls.

Have a good time at the Swap Meet at Sherri and Steve Coldewe's home.

Woof and meows,  
Sue



## ALFISITI COOKS! -- the book

Sue has published a brand new collection all the recipes she's gathered over the years for the Alfisti Cooks column. They are all together in the new **Alfisti Cooks! Cookbook**.

Order your copy today. Send your check or money order for \$4.50 to

Sue Houser  
12736 W Watson Rd  
St Louis MO 63127-1325

## Group Project -- Giulietta

by Janet Hirsch

The St Louis Alfa Owners Club is beginning a group project - this is the first of what I hope will be many such endeavors. We've been talking about working together to create something and at the Presidents Day Drive lunch we finalized the plan.

The piece we will collaborate on is a 24" x 18" portrait of Ralph Coldewe's '59 Giulietta. Our intention is to complete this project for the art competition at **Spring Fling** and then enter it into the art competition at the **AROC National Convention "Giulietta Jubilee"** in July of this year.

Each participant is assigned a 6" x 6" section of the photograph shown below. Assignment is completely by random selection. Any medium may be used to create your section. We will probably have applique, embroidery, pastels, beads, watercolors and other (as yet undisclosed) techniques. We will assemble and mount all the 6" x 6" sections on a foam core board for display at Spring Fling. Due date is April 30 at Spring Fling.

There are a couple of sections still available -- if you want to participate give me a call (314 962 7833) or email (jhirsch@catenary.com).



Ralph Coldewe's '59 Giulietta. The color version of this photo is the source for the group project.



# Spring Fling

Alfa Romeo Owners of St Louis

Phil Dean, Pres (636) 795-5015

Norma Urani, Registration (314) 638-9729

**Where** Washington MO environs,  
(approximately 40 miles west  
of St Louis)

**When** Friday, April 30  
Saturday, May 1  
Sunday, May 2

**Events**

- **Rally/tour** through Missouri wine country
- **Autocross**
- **Concours**

Art Exhibition  
Swap Meet  
Banquet  
Awards brunch

**Registration** \$20 per car

**Hotel** Lewis & Clark Inn  
Washington MO  
tel (636) 239-0111  
fax (636) 239-3657

Rates: \$67.71 double  
Contact hotel by April 16 for reservation  
and mention "Alfa Club."

**Friday Night** "Chats & Drinks" 3 - 6pm at Lewis & Clark  
dinner: 6 pm Big Johnson's Doc Haus  
514 W Front St, Individual check

**Saturday Banquet**  
Little Sicily  
Choice of Beef, Chicken, or Fish  
Door prizes and entertainment  
Cost \$20.00 per person

**Sunday Awards Brunch**  
Altemuellers'  
Individual check

**Art Exhibition** Theme: **Spark**  
All media. Original works are eligible for  
popular vote judging.

## Spring Fling 2004 Registration

Make check payable to: **Alfa Owners of St Louis**

Send registration form and check by April 23 to:

**Norma Urani**  
8301 Julia Dr,  
St Louis MO 63123  
(314) 638-9729

NAME .....

ADDRESS .....

.....

.....

PHONE .....

EMAIL .....

CAR DESCRIPTION .....

EVENTS YOU PLAN TO PARTICIPATE IN:

RALLY       AUTOCROSS       CONCOURS

FRIDAY NIGHT DINNER       ART EXHIBITION

BANQUET       AWARDS BRUNCH

APPROXIMATE ARRIVAL TIME .....

CAR REGISTRATION (\$20 PER CAR) ..... \$ \_\_\_\_\_

BANQUET DINNER (\$20.00 PER PERSON) ..... \$ \_\_\_\_\_

DINNER PREFERENCE:

\_\_\_ BEEF    \_\_\_ CHICKEN    \_\_\_ FISH

TOTAL AMOUNT ENCLOSED ..... \$ \_\_\_\_\_

### Questions?

Call Walt Hatcher: (636) 239-2690, or email to [rhirsch@catenary.com](mailto:rhirsch@catenary.com), or visit [www.catenary.com/fling](http://www.catenary.com/fling)

'59 Giulietta



*!Saluti!*  
Alfa Romeo Owners of St Louis  
470 Belleview  
St Louis MO 63119

### March 2004 AROC St Louis

Mar 13 Swap Meet/Dinner at  
Steve and Sherri Coldewe's

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	<b>13</b>
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			